ing a cargo of 5,182 tonnes of coal valued at Rs. 30 lakhs.

(c) Nitya Nanak carried a crew of twenty three and Nitya Ram carried a crew of twenty one. All of them are presumed lost with these ships.

(d) Yes. The International Maritime Organisation is finalising the specification of beacons which shall float free in case a ships sinks without war ning and then starts transmitting distress messages. It is the intention of Government to make it mandatory for ships to carry these emergency Radio Beacon|Buoy (EPIRB).

Captive Generation Plant at Bangalore

2393. SHRI M. BASAVARAJU: Will the Minister of TRANSPORT be ple ased to state:

(a) whether the Chief Minister of Karnataka had requested in August, 1984 that a captive generation plant to meet the power needs of Railways, as well as for all other Central Public Undertakings be installed at Bangalore or elsewhere in the State; and

(b) what action the Central Government have taken on the proposal?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) No such request has been received by this Ministry.

(b) Does not arise.

Loss suffered by the Air India due to bad debts

2394. SHRI KRISHNA KUMAR BIRLA; Will the Minister of TRANS PORT be pleased to state:

(a) whether it is a fact that the Air India is losing about a million dollars early aS bad debt on acccount of agents who use to gp into liquidation regularly;

(b) if so, what is the loss suffered 'by the Air India as a consequence thereof-during the last three years (year-wise); and

(c) what are the guiding principles, if any, laid down by Government to appoint General Sales Agents and 1 what steps have been taken by Government to remove the deficiencies, if any, to minimise the losses?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) and (b) Air India has not been losing j about a million polla'rs vearly as bad debts on account of agents going into liquidation regularly. However, the amounts written off as bad debts during the last three years are as follows:—

Year	Rupees in lakhs
1982-83	17.01
1983-84	4.04
1984-85	0.42

(c) As far as appointment of private parties as General Sales Agents for Air India is concerned, Air India has Sot a Committee consisting of Senior Representatives of the Commercial and Accounts Departments to investigate and submit recommendations to the Management. Only after detailed examination of the report, is a private party appointed as General Sales Agent. As Tegards I. A. T. A-(International Air Transport Association) agents, such agents can deal with any airline and guidelines are laid down by the International Air Transport Association for this purpose. Air India keeps a watch on the revenue earned by the agents and necessary action is taken to safeguard the interest of the Corporation. In spite of all efforts, certain defaults do occur in the normal course of business.

Dropping of Vigilance case Against Railway Officer

2395. SHRI JASWANT SINGH: Will the Minister of TRANSPORT be pleased to state:

(a) whether due cognizance of case Nos. (xxxii) and (xxxVi) as reported at pages 56 and 59 of the Central Vigilance Commission Report for 1984 has 'beeₙ taken; and

(b) what steps have been taken to check delaying tactics adopted by the Railway authorities s₀ that advice of thₑ Central Vigilance Commission is given due importance?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRIMADHAVRAO SCINDIA); (a) Yes, Sir.

(b) No delaying tactics are adopted by the Department of Railways in im plementing the advice of Central Vigi lance Commission. In fact, a regular review of all CVC cases is made at different levels to ensure that their advice iₛ implemented as quickly as possible. In almost all cases, the ad vice of Central Vigilence Commission is acted upon. Only in rare and excep tional cases, is the advice of Central Vigilance Commission to initiate dis ciplinary proceedings not followed. Present cases on paragraph (xxxii) of Central Vigilance Commission Report of 1984, is one such exceptional ins tance. In cases, where Central Vigilance Commission's advice is not followed, detailed reasons for disagreement are furnished to Central Vigilance Commission, and approval of Department of Personnel and Training is invariably sought.

Consumption of high speed diesel by Railways

23%. SHRI T. CHANDRASEKHAR REDDY: Will the Minister of TRANSPORT be pleased to state:

(a) the among of high speed diesel consumed by the Railways during the last three years;

(b) the amount of high speed diesel imported during the said period alongwith the foreign exchange spent thereon exclusively for Railways; and

(c) to what extent there will be economy in the consumption of diesel as a result of electrification of projects during the next three years?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHARAO SCINDIA): (a) The estimated amount of high speed diesel consumed be the Railways during the last three years is indicated below:—

Year	Quantity in Kilo-litres
1982-83 . . .	1239432
1983-84 . . .	1326440
1984-85 . ^ .	1378730

(b) Railways do not import any high speed diesel oil but procure it through Director General of supplies and Disposals from existing Oil Com panies in India. Payment for such purchases is made by Railways only in Indian currency.

(c) No overall reduction in the con sumption of high speed diesel oil by the Railways is anticipated due to electrification projects during the next three years as the diesel loco motives released from electrified routes as well as additional new diesel locos will be utilised for progressive dieselisation of steam services and anticipated additional traffic.

Allotment of stalls at Railway station

2397. DR. BAPU KALDATE: Will the Minister of TRANSPORT be pleased to state:

(a) whether Government's attention has been drawn to a news-item published in the Nav Bharat Times of the 25th October, 1985 regarding igsue of railway stall to a son of a Cabinet Minister;

(b) *it* so, what are the details thereof;